

NEW PUBLICATIONS.

THE PACIFIC COAST AS SEEN BY ENGINEERS.
THE YOSEMITE, ALASKA AND THE YELLOWSTONE. By William H. Wiley and Sons King Wiley. Pp. xix, 220. John Wiley & Sons.

This neat volume, with its broad pages and numerous illustrations, is the result of the famous trip of the American Society of Mechanical Engineers to their convention at San Francisco in 1892. They were practical men, and of course were deeply interested in everything that has been done in the development of the western side of the continent. This book reflects their spirit at every turn. It enters into all the minutiae of the road to the top of Pike's Peak, it dwells upon the phenomenal loops and curves of the Union Pacific Railway in Colorado, and it makes a study of architecture in the many towns that were visited, showing that these cities which began, as one may say, yesterday, are not behind the world in any element of performance. No remarkable building on the route escaped attention, and few are left without a careful description and without figures indicating dimensions. The fact itself gives Bingham Young the design for the Mormon Tabernacle leads the authors to remark that the heavenly visitor was "not only a good judge of architecture, but also a close student of acoustics." The party of tourists were able to hear a pin drop near the organ while they sat in the centre of the building. The Mormon Temple was completed, is pictured in these pages in an unfinished state. Considerable space is devoted to the Leland standard, Jr., University, the architecture of which differs so greatly from that used in colleges of this or other countries.

The party started from New-York by way of the West Shore Railroad on May 4 of last year, visited Niagara Falls, inspected the World's Fair buildings when they were barely begun at Chicago, were being drawn by a dead in Nebraska, and came within the boundaries of the wonderland they were seeking at Manitou, Col. Here they were taken to visit the Garden of the Gods. Many of the places of interest in Colorado, Utah, and Nevada were visited, and at Reno, Cal., the travellers were met by a party from San Francisco, who came to escort them to that city. They visited various parts of California, giving much time to the Yosemite Valley. Then they made a journey by land to Portland, to Seattle and Tacoma, and thence by steamship to Alaska. The return was marked by a long visit to Yellowstone Park. Throughout the reader will be struck by a wealth of details, largely of a kind to which the general traveller would pay no attention, but which give a far more definite notion of the condition of the West a year ago than could be obtained by reading the most graphic description.

The pictures with few exceptions are from photographs. The exceptions are mostly plans and charts. Without a chart it would have been impossible to understand the loop of the Union Pacific at Georgetown, Col. The introduction, with statistics more novel to English than American readers, is by Mr. James Dredge of London.

ANTHONY J. DREXEL'S BODY HERE.

THE FUNERAL WILL BE HELD TO-DAY IN PHILADELPHIA.

Upon the white-hulled North German Lloyd steamer Kaiser Wilhelm II the body of Anthony J. Drexel, the Philadelphia banker, was brought here yesterday afternoon. As soon as the steamer was warped into her berth over at Hoboken at 3:30 p. m. yesterday the body of Mr. Drexel, accompanied by a party of the dead banker's relatives and friends, was taken on a special train to Philadelphia.

The yacht Corsair, owned by J. Pierpont Morgan, went down to Quarantine on Monday night to wait for the coming of the Kaiser Wilhelm II. On the yacht were Mr. Drexel's three sons, Anthony J. Drexel, Jr., John R. Drexel and George W. Childs Drexel, and J. W. Paul, Jr., and George W. Childs. The North German Lloyd steamer did not reach Quarantine until 11:25 a. m. yesterday. The three sons of Mr. Drexel went on board the steamer from the Corsair shortly after the Kaiser Wilhelm II had passed the Quarantine station. The body of Mr. Drexel was in charge of John H. Harjes, Jr., of the firm of Drexel, Harjes & Co., who had charge of it from Southampton to New York. The body was placed in room 32 which had been especially prepared for its reception. It had been embalmed and placed in a hermetically sealed metal casket. Mr. Harjes occupied the cabin next to No. 32.

The yacht Corsair, with her ensign at half-mast, accompanied the steamer to her pier in Hoboken. The committee from the firm of Drexel, Morgan & Co. appointed to meet Mr. Harjes at the pier consisted of J. Pierpont Morgan, Samuel Spencer, J. Hood Wright, Charles H. Foster and George S. Bowdoin. Mr. Childs went on board the Kaiser Wilhelm II shortly after she reached her pier. It will be remembered that Mr. Childs accompanied Mr. Drexel to New York a few weeks ago especially to bid his friend good-bye.

The body of Mr. Drexel will take place today at 10 a. m. at his home at Thirty-ninth and Walnut streets, Philadelphia. For the accommodation of the friends of Mr. Drexel who will attend the funeral a special train will be available.

The funeral services in Philadelphia will be of the simplest kind. It is said that Mr. Drexel gave instructions in his will with regard to his funeral.

At the Tomb of Paul Court, yesterday morning Justice Martin condemned the prisoner to give the officers an opportunity to learn something about him.

PLANS FOR BIG DOCK IMPROVEMENTS.

At a meeting of the Commissioners of the sinking Fund yesterday, President Cran, of the Dock Department, submitted several plans for the improvement of the water front. The plans will be discussed at a public hearing to be held on September 18.

The plans provide for piers 80 feet wide and dock slips 225 feet wide on the North River from Eleventh to Twenty-third-st. Controller Myers said that it would be necessary to buy at least 450 city lots valued at \$2,700,000 to carry out the improvement. Mr. Cran said that the building of the piers had been made necessary by the increase in the size of the transatlantic liners.

Plans for improving the water front on the North River from Seventy-second to One-hundred-and-fifth, and from One-hundred-and-thirty-eighth to One-hundred-and-fifth, exterior streets and the necessary bulkheads, were also laid over for the public hearing on September 18.

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